

Masonic Temple

Weekly Calendar

MONDAY:
Hawaiian—Stated.

TUESDAY:
Honolulu Commandery—
Red Cross.

WEDNESDAY:
Perfection—14th Degree.

THURSDAY:
Honolulu Commandery—
Order of the Temple.

FRIDAY:

SATURDAY:
Lel Aloha Chapter No. 3.
O. E. S.—Regular.

All visiting members of the Order are cordially invited to attend meetings of local lodges.



WM. McKINLEY LODGE, No. 8,
K. of P.

Meets every 2nd and 4th Saturday evening at 7:30 o'clock in K. of P. Hall, cor. Fort and Beetsman. Visiting brothers cordially invited to attend.

A. F. GERTZ, C. C.
F. F. KILBEY, K. R. S.

OAHU LODGE No. 1, K. of P.

Meets every first and third Friday at 7:30 o'clock, Pythian Hall, corner Beetsman and Fort streets. Visiting brothers cordially invited to attend.

S. DECKER, C. C.
O. HEINE, K. of R. & S.

HONOLULU LODGE, 616, B. P. O. E.

Honolulu Lodge No. 616, B. P. O. E. Elks, meets in their hall, on King St., near Fort, every Friday evening. Visiting brothers are cordially invited to attend.

D. P. R. ISENBERG, E. R.
GEO. T. KLUEGLER, Sec.

HAWAIIAN TRIBE No. 1, I. O. E. M.

Meets every first and third Tuesday of each month in Fraternity Hall, I. O. E. F. building. Visiting brothers cordially invited to attend.

HENRY A. ASCH, Sachem.
LOUIS A. PERRY, C. of R.

HONOLULU AERIE 110, F. O. E.

Meets on second and fourth Wednesday evening of each month at 7:30 o'clock, in San Antonio Hall, Vineyard street, near Kinn. Visiting brothers are invited to attend.

P. HIGGINS, W. P.
WM. C. MCCOY, Secy.

HONOLULU LODGE No. 800, I. O. O. F.

will meet in Odd Fellows' building, Fort street, near King, every Friday evening at 7:30 o'clock.

Visiting brothers cordially invited to attend.

AMBROSE J. WITZ, Dictator.
E. A. JACOBSON, Secretary.

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Shipping

(Additional Shipping News on Page 10)

Honolulu Carried 8000 Tons.

Eight thousand tons cargo were stowed aboard the Matsun Navigation steamer Honolulu before that vessel cast off her lines for San Francisco last evening. Owing to the large amount of sugar, the vessel was delayed in sailing until 7 o'clock.

Fifty-one passengers departed for San Francisco in the steamer. The freight taken from the islands included 7722 tons sugar, of which 3751 tons were loaded at Honolulu and 3971 tons at Kahului. In addition to sugar the steamer was supplied with 2500 bunches bananas and 2500 cases pineapples. The Honolulu is due to arrive at San Francisco with a small consignment of mail on or about next Wednesday morning.

Alaskan Bringing New York Cargo.

The American-Hawaiian freighter Alaskan, from Salina Cruz by the way of San Francisco, is due to arrive at the port today with a large general cargo, a portion of which was transhipped at the Isthmus of Tehuantepec from Atlantic steamers belonging to the A.-H. fleet.

The Alaskan is bringing west-bound cargo numbered 257 and 258 leaving New York on Jan. 10th and Jan. 16th in the Oregonian and the Texan.

The Alaskan is scheduled to sail from Honolulu for Salina Cruz by the way of Kahului, Hilo and Port Allen at 5 o'clock on the evening of the 10th inst.

Nile Will Be Late in Arriving.

The newly acquired Pacific Mail intermediate steamer Nile will be late in arrival at Honolulu, according to a cable received at the agency of H. Hackfeld & Co. The Nile was two days late in departing from Yokohama. The liner is bringing but fifty tons Oriental freight for discharge at Honolulu. As the vessel is of foreign registry, no passengers, save those who have laid over from other liners in the trans-Pacific service, can take passage to San Francisco in the Nile. The steamer should arrive here on or about March 17th.

Chiyo Maru In From the Orient.

With over a thousand tons Oriental cargo and 191 Asiatic passengers for Honolulu the Toyo Kisen Kaisha liner Chiyo Maru has been sighted and is due to come alongside the Hackfeld wharf this afternoon.

The vessel brings freight taken on board at Hongkong and Japanese ports. The steamship will take on several hundred tons fuel oil while here and it is the intention to dispatch the liner for San Francisco tomorrow morning, presumably sailing on or about 11 o'clock.

Arizonan To Follow the Alaskan.

The American-Hawaiian freighter Arizonan is due to follow the Alaskan from San Francisco, the vessel to arrive here on or about March 18th, according to advices received by General Freight Agent C. P. Morse.

Likeliest for Kahului.

The Inter-island steamer Likeliest is loading general cargo and plantation supplies for Kahului and that vessel is expected to get away for the Valley Isle this afternoon. She will take no passengers.

Waialea Taking Grain and Coal.

Two hundred tons grain, 50 tons coal and 200 tons fertilizer will be carried to Hawaii ports in the Inter-island steamer Waialea, which sailed for the Big Island this afternoon.

Prosper Is Fumigated.

The American schooner Prosper was hauled to the quarantine wharf this morning for a general fumigation preparatory to sailing for the Sound. This vessel has been discharged of a shipment of lumber.

Explosives for Hawaii.

The Inter-island steamer Waialea, with general cargo and explosives, was dispatched for Honolulu and Kahului today. The vessel also carries a small mail for Hawaii ports of call.

Hall Loading for Kauai.

The Inter-island steamer W. G. Hall is loading for Garden Island ports of call and is scheduled to depart at 5 o'clock this evening, taking passengers and a general cargo.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Thursday, March 7.

JUNIN — Sailed, March 6, barkentine Hawaii, for Honolulu.
HILLO — Sailed, March 6, 7 p. m., S. S. Enterprise for San Francisco.
PORT LUDLOW — Arrived, March 7, schooner Camano, from Hilo February 14.
YOKOHAMA — Sailed, March 7, S. S. Nile, for Honolulu (two days late).
PORT SAN LUIS — Sailed, March 6, S. S. Santa Maria, for Honolulu.

Mail for San Francisco per S. Chiyo Maru will close about 8 o'clock tomorrow morning.

SACRED PHILIPPINE MOUNT IS CAPTURED

General Pershing Ends Successfully a Campaign Against Moros.

WASHINGTON, Feb. 16.—Philippine mails just received at the War Department contain the first detailed account of what is regarded as a remarkable campaign conducted by General Pershing against the Sulu Moros, ending the day before Christmas with the capture of a sacred mountain, Bud Dajo, believed by the natives to be impregnable against attack by the white man. Owing to General Pershing's policy of showing the Moros the futility of resistance by massing around them overwhelming numbers of troops, the loss of life was reduced to a minimum. The Americans had only two wounded and not more than a dozen Moros were killed.

The purpose of the campaign was to disarm the Moros and induce them to settle down to peaceful industry. Most of the tribesmen heeded the order to surrender their arms, but a number of the wildest spirits gathered on Mount Dajo and announced their purpose to resist to the end. General Pershing surrounded the hill and in a campaign of four days he forced the surrender. Many of the Moros were found armed with modern weapons, including automatic revolvers. They were placed in a military prison at Calayan where they will be kept until their reformation is assured.

Popular and Good Looking—The Evening Bulletin.

STEVEDORES TURN EWALIKO DOWN

David Ewaliko, the Hilo labor organizer, has failed in an attempt to get the local longshoremen interested in a political party he is trying to form in Hawaii. The longshoremen of Honolulu have turned down his plans as presented by one of his lieutenants here.

George Kane, president of the Hilo Union, the labor union which is made up largely of non-laborers and is strongly Democratic in complexion, tried to get the longshoremen to line up for Ewaliko's proposed political party. This was at a meeting of the local pools, or stevedores. President Kane of the pools informed Kane that the stevedores' organization had nothing to do with politics, and that it did not intend to mix into Ewaliko's fights, and in this Kane was backed by the pools.

According to news from Hilo, Ewaliko is planning to secure the presence of either President Gompers of the American Federation of Labor, or President O'Connor of the International Longshoremen's Association for the labor convention here next fall.

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TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Mar. 4	4.31	1.7	5.09	1.06	5.87	0.32
5	5.09	1.4	5.87	1.13	6.65	0.40
6	5.87	1.5	6.65	1.20	7.43	0.36
7	6.65	1.5	7.43	1.25	8.21	0.30
8	7.43	1.5	8.21	1.30	8.99	0.22
9	8.21	1.5	8.99	1.35	9.77	0.13
10	8.99	1.5	9.77	1.40	10.55	0.03
11	9.77	1.5	10.55	1.45	11.33	0.00

Last quarter of the moon March 19.

AX POISED FOR "OLEO" SELLERS

Those who hand out a small pat of oleomargarine instead of butter to the unsuspecting person frequenting the restaurant are being watched. The eagle eye of Food Commissioner Edward R. Blanchard is upon them. Let them beware, for the big ax of the law is to fall, and someone's neck will be in the way.

Some time ago Blanchard started a crusade against the purveyors of oleomargarine, and the matter was dropped pending an opinion from the attorney general. Now the matter is to be taken up again, and within the next few days steps are to be taken that in all probability will lead to the arrest of certain people following this practice.

Although the dealers in imitation butter can not sell it outright as butter, they have been handing it out in the restaurants in the ordinary way. By this method they seem to think they are successfully evading the law. The matter has been gone into, and it has been found that giving oleo to a customer, even although it is not directly represented as butter, is a sale of misbranded goods.

STATEMENT MADE BY DAMON

(Continued from Page 1)

kenzie, director; Robert Catton, director.

Mr. Damon's statement is as follows:

Representing the agents of the Olan Company, and supplementary to the information contained in the annual report just submitted, I would like to add some additional facts and figures which will perhaps give shareholders a clearer understanding of the present status of their property.

During 1911 the plantation wiped out \$249,757.53 of its floating indebtedness, leaving an amount of \$364,153.09 still owing, as shown by the balance sheet. Contained in this last named sum, however, is \$149,549.41 of advances which the planters owe the plantation and which, if called in, would leave the company's floating debt at \$214,603.68.

Then again, for the period when Bishop & Co. became agents of the company, the plantation has acquired 1829 shares of the capital stock of the Sugar Factors Co., Ltd., paying for the same in assessments levied from time to time. This stock is now very valuable, being probably worth about \$200 a share, or \$365,200. But figuring it as worth only the amount paid for it, plus the interest which the Olan Company paid for the money advanced to purchase it, the value is \$238,452.

Credit With Agents.

There is not the slightest intention to part with this stock but assuming, for argument's sake, that it was sold at the last named figure, and also that all advances to the planters were collected, the Olan Company would have a credit with its agents of \$2,948.35 as at 31st December, 1911, instead of an overdraft as shown in the accounts, and this credit balance would have been further augmented by approximately \$20,000 had we not spent this amount of money during the past year in betterments which have of course increased the assets of the company.

The most important additions to property and plant during 1911 were a new Baldwin locomotive costing \$19,832.09, a second sugar dryer costing \$2700, new houses for laborers \$1,953.97, and \$1875.64 for developing a tributary water supply in the hills to help keep the fumes better filled during dry weather.

When the position of the company is thus analyzed it seems, to my mind, to be very satisfactory indeed and with larger crops in sight the outlook is most encouraging.

Both at Olan and Puna there are still large tracts of land owned or controlled by the plantation which can be brought under cane and which will gradually be planted up as labor conditions justify.

Around Mountain View, which is at 17 miles, Volcano Road, there is a large area lying fallow principally because our standard cane, Yellow Caladonia, and other varieties which we have tried there have not hitherto been a success. Now we appear to have found a cane well adapted for this section, which has an elevation of about 1600 feet. This is the Demarara 1135 and we are taking off a to-acre patch of it this season which the manager estimates will go five tons of sugar per acre. Close by about 50 acres of younger cane of the same variety gives promise of equally good results at maturity. If our hopes are realized with Demarara 1135 we ex-

FREAR HAS PLAN FOR FUND FOR WHARF CHANGES

That there is a way besides selling territorial property to raise the necessary money for completing the plans put forward by Commissioner James Wakenfield in connection with the improvement of the harbor front, is the opinion of the Governor. The money can be drawn from the loan fund, he says, although it is, of course, a matter for serious consideration before anything final can be done.

"The trouble with selling city lots to pay for the improvements," stated the Governor, "is that in the first place we might not be able to raise enough money. We should also consider just how much is needed. There are a number of things that need money, and in my position I have to take a birdseye of the whole situation and of all the various commissions and decide just which project needs the available funds the most."

"Outside of using money raised by the sale of city lots, there is, of course, the question of whether loan fund money can be used. There is a certain portion of this set aside for harbor improvements, and it may be that some of it could be used for the completion of the present scheme."

"The matter of the allotment lies in my hands, and the spending of the money in the hands of the commission. There is, of course, money allotted to each department, but if there was not someone to control matters there would be a scramble to see who was to get it first. I think that the loan fund money might be used for buying wharves or even for a right of way either for drays or railroad, but I will have to go into the matter very carefully first and see just what can be done."

"If I allotted certain money for doing this work, then what is to become of the other harbor improvements if all the available cash is spent. We must first of all see what is the most pressing and divide the money as well as we can."

AD CLUB TALKS OVER ITS PLANS

General discussion of the aims and purposes of the organization occupied the time of the Honolulu Ad. Club at its regular lunch held today at the Union Grill. Ever since its organization the club has given the time of its noon-hour meetings to listening to talks from guests who are visitors in the city.

Today the standing committees as required by the by-laws were appointed and the meeting next week Thursday will be devoted to a talk from Mr. P. A. Swift on the field and scope of ad-club activities in the city of Honolulu. The committees are:

Membership Committee—John Lennon, Roy Nelson, W. N. Patten, R. W. Perkins, I. H. Beadle, J. S. Child.
Publicity Committee—J. D. Levenson, chairman, I. H. Beadle, Jas. B. McSwanson.
Finance Committee—R. H. Treni, chairman, Geo. A. Brown, Chas. R. Frazier.

Educational Course Committee—P. A. Swift, chairman, A. C. Silva, J. T. Warren, Harry S. Haywood, W. R. Farrington.

CHIYO MARU IN.

The liner Chiyo Maru arrived this afternoon from the Orient. A little bad weather was met with, but nothing serious, and no damage was done. The ship brought 94 Filipinos and 100 Japanese for Honolulu, also 1555 tons of cargo for Hawaii. A notable personage on board the Chiyo is Consul General A. P. Wilder of Shanghai.

The Chiyo Maru will sail for the Coast tomorrow morning at 10 o'clock.

Whitney & Marsh will hold a cleaning sale of embroideries beginning on Monday morning, the 11th.

Henry C. Bruns has applied for the divorce suit brought against him by his wife to be set for trial.

Most of the steel girders for the Judiciary building have arrived and the work of putting them in place is expected to start within the next few days.

Reports come from the Coast that flooded five-dollar pieces are being floated to quite an extent. The coin is said to be a very good imitator and is readily taken if one does not look sharp.

The Supreme Court has handed down a decision in connection with the case of A. V. Gear vs. William in connection with a motion brought by the defendant to dismiss an appeal taken from the District Court. The Supreme Court holds "An order of a district magistrate denying a motion to quash a summons is not a final order, or one which in effect determines the action, and, there, it is not appealable."

FLEET COMMAND CHANGES

(Continued from Page 1)

Virginia, to await retirement, but he goes as a passenger to whom every honor permitted by Navy regulation will be extended.

Hawaii did her best for the gallant naval officer who has been so closely identified with the islands. Just before the hour appointed for the ceremonies, the sun broke through threatening skies, flooding the quarterdeck with light and brightness and putting more in place the dress white of the officers. The interchange of flags took place under truly tropical skies, and Honolulu bade good-by to the old and welcomed the new regime, with her very best weather.

Cruisers at Dock.

Admiral Southerland hauled down his flag on the West Virginia shortly after 11 o'clock, received the admiral's salute and left his ship with full honors, to cross the Alakea wharf to the California, for at the last minute another change in arrangements was made, by which both cruisers were fast to the dock during the interchange.

Immediately the West Virginia cast off and proceeded slowly to anchor outside, to be ready to get to sea as soon as her distinguished passenger came aboard. As she passed the stern of the California the band of the latter ship played her homeward with a lively march, and the Royal Hawaiian band, on the end of the dock, performed a similar tribute.

Admiral Thomas Talks.

At 11:45 the officers were lined up along the starboard rail of the quarterdeck. There was a minute's wait, and then Admiral Thomas came up the after-ladder, followed by Admiral Southerland, Admiral Cowles, and Commander Terhune, late chief of staff. Admiral Thomas stepped forward. It was plain that he was under the stress of great emotion, for his fingers fumbled with the order he held in his hand. But his voice was steady, full and resonant as he faced the crew forward and said:

"Before relinquishing command of this fleet I wish to thank officers and men alike for their loyal devotion to duty during my command, and for their splendid conduct ashore. Everyone has done his duty cheerfully and well. Nothing more can be asked of naval men."

The Admiral then read a cable order from the Navy Department, directing him to relinquish command of the fleet on March 7, and to proceed home—traveling on the West Virginia. He desired—and also nominating Admiral Southerland as commander-in-chief.

"Haul Down My Flag."

"Haul down my flag, Captain Har-

low," said Admiral Thomas, turning to the California's commander.

And as thirteen guns boomed their salute to the run of the flag halleards, everyone aboard stood at salute, that was a genuine sign of respect and affection, not a mere form.

Admiral Southerland then stepped forward and read his orders from Admiral Thomas, directing him to assume command of the fleet.

"And in pursuance to these orders I hereby assume command of the United States Pacific fleet," said Admiral Southerland.

As his flag was raised every ship of the fleet and the naval station waked the echoes of the waterfront with a simultaneous salute of thirteen guns.

Exchange Had Meaning.

The ceremony of transfer was over. Admiral Southerland had attained the goal striven for by every naval officer from the moment he leaves the academy—command of a fleet. But it was plain that the pleasure of personal success was much dimmed by the necessity of saying good-by to a valued friend. The relations between the two Admirals since they have been together in the Pacific fleet have always been of the pleasantest, and the exchange of flags this morning had a far deeper meaning than is usually the case.

The real personal tribute to Admiral Thomas came later, when at 12:30 he left the California for the West Virginia, rowed by a crew of thirteen of his officers. This mark of respect was almost too much for the Admiral. He was deeply affected as the officers bent to their oars with a will, and his old flagship was left astern. Lieutenant Commander Leahy, fleet ordnance officer, acted as coxswain, the rowers being Lieutenant Commander McDowell, Lieutenant Commander Major, Lieutenant Stevens, Midshipman Bogusch, Paymaster Beecher, Midshipman Callaghan, Ensign Hill, Midshipman Benson, Lieutenant Keiran and Ensign Baft.

"Say good-by for me to all Honolulu," was Admiral Thomas' message through the Bulletin. "It has been a happy visit and I leave with the pleasantest recollections of the place and people."

ADMIRAL THOMAS

Rear Admiral Chesney Thomas, who hauled down his flag as commander-in-chief of the Pacific fleet today was born in Barryville, N. Y., April 27 1850. He graduated third in the class of 1871 at the Naval Academy. Admiral Thomas was one of those who benefited greatly by the Navy personnel bill, having stuck in the grade of Lieutenant from 1882 until 1899. From then on his rise in the service was rapid. He served on various ships and at

various stations during a long and honorable career of active duty, being executive officer of the Yorktown during the Philippine insurrection, and seeing active service on her at that time. As Captain of the Maryland he also saw service at Woonung, China.

Admiral Thomas has contributed largely to the scientific work of the Navy, and he is particularly identified with Hawaii, owing to the scientific cruise of five months that he made in and about these islands in the Albatross during 1901.

It is within the bounds of fact to state that Admiral Thomas is the best-loved officer in the United States Navy. Officers and men alike are personally attached to him, and his detachment from command of the fleet pending retirement is a genuine grief to all. In appearance Admiral Thomas towers above his fellows, being well over 6 feet in height and close to the 200-pound mark in weight. His tastes are extremely simple, and he is a true friend to the enlisted man. Tolerant, but absolutely just, ready to mete out punishment to his best friend if it is for the good of the service, Admiral Thomas steps into private life an honored and an honorable man.

ADMIRAL SOUTHERLAND.

Rear Admiral William Henry Hudson Southerland, who succeeded this morning to the command of the Pacific fleet, is 59 years of age, having been born in New York July 10, 1852. Admiral Southerland graduated from the Naval Academy in 1872. He served in the Spanish war along the Cuban coast, in command of the gunboat Eagle, in 1896 and 1897 he was a member of the Board of Inspection and Survey, and in 1910 he served on the Naval Examining and Retiring Board. He has made several contributions to nautical literature, probably his best-known work being "The North Atlantic Cyclone of August, 1883."

Admiral Southerland was assigned to command of the second division of the Pacific fleet in February, 1911, and has used the West Virginia as his flagship ever since. In manner he is extremely courteous and polished. He spends almost all his time while ashore walking for exercise, and counts a day lost that doesn't bring him a round six miles of tramping.

Admiral Southerland's home is in Washington, and he is an intimate personal friend of President Taft. His close connection with the Navy Department and bureau work has given him an insight into Navy policy and politics that few officers in the service can boast of. The new commander-in-chief does not possess the imposing bulk of Admiral Thomas, but he is an outstanding man of medium height, who looks every inch the officer and the gentleman.

NORRIS-MIDWAY REPORT IS O. K.

That the property of the Norris-Midway Oil Company is oil-producing, that it affords an excellent opportunity, is the report made to local stockholders by Nelson B. Lansing of this city, who was sent to the oil fields to make a report for Hawaiian investors.

His report has been made public and is very encouraging to those here who hold the stock. Mr. Lansing finds that the property is in good shape, operations in well